

REPORT

DATE: November 1, 2007

TO: Community, Economic and Human Development Committee

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SUBJECT: 2008 RTP Draft Baseline and Draft Policy Growth Forecasts

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the release of the 2008 RTP draft baseline and draft policy growth forecasts for public review and comment.

BACKGROUND:

The Southern California Association of Governments develops the integrated growth forecast for the 2008 RTP, describing how population, household, and employment growth in the next 30 years could be accommodated within the region.

The Community, Economic, and Human Development (CEHD) Committee directed staff to move forward the current Integrated Growth Forecasting Process in early 2005. Major accomplishments so far include:

- Update of growth forecasts with most recent statistics;
- Extensive and on-going local jurisdiction/subregion input and review process;
- Integrated growth forecast/RHNA workshops in Fall 2006;
- Completion of RHNA Plan

Remaining tasks associated with the 2008 RTP integrated growth forecasting process will be to release the 2008 RTP draft baseline and policy growth forecasts for public review and comment on November 1 and adopt the growth forecasts currently scheduled in February 2008. Leading toward the completion of above tasks, CEHD Committee provided SCAG staff/consultant team policy directions in order to develop the 2008 RTP policy growth forecast on August 30.

SCAG staff and consultants have communicated with subregions/local jurisdictions¹ throughout the region regarding the growth forecasting framework, methodology, and various issues related to the draft policy growth forecast for 2008 RTP versus the draft baseline growth forecasts which incorporate all visions/projections from subregion and local jurisdictions. It is a consensus that for planning application of the 2008 RTP, the proposed draft baseline growth forecast reflects local jurisdiction/subregion projections

¹ During September, SCAG staff and consultants met with following subregions: SANBAG, City of Los Angeles, Ventura County City/County Planning Association, Gateway Cities Council of Governments, and South Bay Cities. Staff met with SGVCOG in October and will brief Arroyo Verdugo Subregion on November 19, and reschedule meeting with IVAG.

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and vision, while there is room on an advisory and volunteer basis for a regional land use strategy, or vision to bring additional mobility benefits, relief congestion, and improve quality of life throughout the region.

The draft baseline growth forecast and draft policy growth forecast are described as following:

Draft Baseline Growth Forecast

The draft baseline growth forecast for the 2008 RTP represents the most likely growth distribution in the absence of any explicit regional policies. In addition to historical demographic trends and future projections, the following recent local input reflecting current general plans and local policies were considered and incorporated:

1. Imperial County: the 2035 consensus total population, household, and employment growth projections at traffic analysis zone and city levels agreed upon by SCAG, IVAG, and Caltrans District 11.
2. Los Angeles County: the 2035 total population, household, and employment growth projections at census tract and city levels provided by subregions/cities.
3. Orange County: the Adopted 2006 OCP 2035 total housing and employment projections at census tract, city, and county levels.
4. Riverside County: the 2006 RCP 2035 total population, household, and employment projections at census tract, city, and county levels.
5. San Bernardino County: the 2035 household and employment projections at census tract, city, and county levels provided by SANBAG
6. Ventura County: the 2035 total population, household, and employment growth projections at census tract and city levels provided by VCOG

In addition, technical forecast at regional level presented to Plans and Programs Technical Advisory Committee in March 2006 was used as reference to ensure technical consistency and integrity of major variables—population, employment, household—built upon this bottom-up process by summing up all local/subregion projections.

Draft Policy Growth Forecast for 2008 RTP

The draft policy growth forecast for 2008 RTP calls for an advisory redistribution of growth at the county, subregion, city, and TAZ levels from the baseline growth forecast. This advisory policy growth forecast utilizing Compass Blueprint land use strategies and principles, focuses on geographic specific locations with transportation/transit advantage, including the interaction between transit network and employment centers. This policy growth forecast, consistent with Compass Blueprint land use principles is advisory; its implementation would be voluntary and complimentary to the baseline growth forecasts based on local jurisdiction/subregional input.

The 2008 RTP draft policy growth forecast would call for additional investments to support compact growth, however, it will not rely on, or compete for traditional transportation funding. Thus, the draft policy

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growth forecast will not impact the list of planned transportation projects submitted by the County Transportation Commissions, due to a shifting of land uses across counties and due to intensification of land uses around transit centers and employment centers.

The Development of 2008 RTP Draft Policy Growth Forecast

To learn how future socioeconomic/demographic trends, recent development patterns, expected conditions and policy options could work together, Community Development staff and its consultant team, Fregonese Associates developed a series of land use and transportation planning scenarios. These scenarios portrayed a range of different development patterns that would determine how the Region's projected growth would appear on the landscape. The land use and modeling results of those scenarios, including draft baseline, 2004 RTP Update, Workshop, TOD, Center, and Envision were presented to CEHD on August 30.

As a result, the Community, Economic and Human Development Committee (CEHD) in its meeting on August 30 provided staff/consultant team directions to develop the 2008 RTP policy growth forecast along following principles:

- Identify special regional strategic areas for infill and investment.
 - Transit Oriented Development
 - Existing and emerging centers
 - Small mixed use areas
- Structure the future plan on a tiered system of transportation and land use integrated areas - Encourage centers development (3 tiers)
 - -Existing -Planned -Potential
- Develop "complete communities", e.g. places where most daily needs can be met within a short distance of home.
- Plan for development of nodes on a corridor comprehensively
- Plan for a changing demand in types of housing; explore additional growth potential
- Continue to protect stable existing Single Family Areas and plan for less dense development in outlying areas
- Plan for additional housing and jobs within reach of transit network

2008 RTP Draft Policy Forecast

The draft policy growth forecast for the 2008 RTP was developed based on CEHD directions, incorporating lesson/insights learned from TOD, Center, Workshop and Envision scenario planning exercises conducted between June and September 2007. The policies that drove the 2008 RTP draft policy growth forecast are listed below. In addition to these policy choices, the draft policy growth forecast also includes the results of research performed at a local scale during the last two years. The primary sources of this research include a series of dozens of demonstration projects, where SCAG supported local planning initiative, and a "reality check" process where SCAG's consultant team work with seven cities to explore in depth, the relationship between their general plans, the RTP and results of recent trends.

Components of the draft policy growth forecast include:

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- Increasing transit ridership by focusing growth to transit supportive areas
- Building less new single-family housing and more mixed-use and higher density housing
- Continue to minimize growth in stable single-family areas
- Minimize new separate use commercial or residential development in outlying areas
- Minimize very high density development in areas that are not effectively served by transit or are not within identified employment centers

Model Results

SCAG's transportation model provides a consistent method of comparison between the alternatives. Following are a series of tables showing the performance differences between the draft baseline growth forecast and the draft policy growth forecast. Some observations (see Table 1 through Table 4) from modeling output regarding 2008 RTP draft policy growth forecast versus the Draft baseline growth forecast:

- Due to principles of Compass Blueprint land use strategies, relatively robust TOD stations, centers, and existing transit facilities, costal counties—Los Angeles, Orange, and Ventura—will have higher growth in population, household, and employment under policy growth forecast than levels under baseline growth forecast (Table 1).
- The region and every county shows reductions in both per capita VMT and VMT per household (Table 2).
- Every county also benefits from reductions in VMT, VHT, and delay (Table 3)
- Regionwide, it is estimated that the draft policy growth forecast will reduce VMT from baseline growth forecast by 20.8 million, or 3.6%; VHT by 882,417, or 4.4%; and delay by 436,916, or 6.1% (Table 3).
- The draft policy growth forecast is estimated to increase transit boarding by 124,207, or 3.9% (Table 4).
- For the overall RTP—combining network investment and land use strategy—it is estimated² that the draft policy growth forecast accounts for all VMT reductions, 48% (882,400 out of 1,822,600) reduction of vehicle hour traveled, and 30% (436,900 out of 1,448,900) of total reductions in delay (Table 4).
- Minor negative impact on arterial speed during PM peak (-1.6%)

FISCAL IMPACT:

2008 RTP Integrated Growth Forecast and related socioeconomic dataset development, outreach/consensus building, and transportation modeling assessment are adequately programmed and budgeted in following work elements:

08-055.SCGS1 Regional Growth Forecasting and Policy Analysis (Staff)
08-065.SCGS1 Compass Blueprint Implementation (Consultant)
08-065.SCGC1 Compass Blueprint Implementation (Staff)
08-070.SCGS1 Regional Transportation Modeling Support (Staff)

² These estimated mobility and transit benefits attributable to Compass Blueprint land use strategy, or the policy growth forecast will change slightly depending on final plan and its associated network investment.

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Table 1

Population, Households, and Employment: 2008 RTP Draft Policy Growth Forecast Versus Draft Baseline Growth Forecast											
	Draft Baseline	Draft Plan	Draft Plan - Draft Baseline		Draft Baseline	Draft Plan	Draft Plan - Draft Baseline		Draft Baseline	Draft Plan	Draft Plan - Draft Baseline
Population				Households				Employment			
Imperial	320,000	314,000	(6,000)	Imperial	103,000	101,000	(2,000)	Imperial	133,000	132,000	(1,000)
Los Angeles	12,338,000	12,588,000	250,000	Los Angeles	4,003,000	4,087,000	84,000	Los Angeles	5,041,000	5,091,000	50,000
Orange	3,654,000	3,699,000	45,000	Orange	1,118,000	1,134,000	16,000	Orange	1,982,000	1,991,000	9,000
Riverside	3,597,000	3,472,000	(125,000)	Riverside	1,183,000	1,142,000	(41,000)	Riverside	1,414,000	1,387,000	(27,000)
San Bernardino	3,134,000	2,957,000	(177,000)	San Bernardino	973,000	914,000	(59,000)	San Bernardino	1,255,000	1,220,000	(35,000)
Ventura	1,014,000	1,025,000	11,000	Ventura	330,000	334,000	4,000	Ventura	463,000	466,000	3,000
Total	24,056,000	24,056,000	0	Total	7,710,000	7,710,000	0	Total	10,287,000	10,287,000	0

Source: SCAG 2008 RTP Draft Growth Forecasts

Table 2

Impact on Per Capita VMT and Average VMT Per Household Draft Policy Growth Forecast Versus Draft Baseline Growth Forecast						
	Per Capita LM-VMT (Light&Medium Duty)			LM-VMT/Household (Light&Medium Duty)		
	Draft Baseline	Draft Plan	% Change	Draft Baseline	Draft Plan	% Change
Imperial	32.6	32.3	-0.9%	101.4	100.6	-0.8%
Los Angeles	19.7	18.9	-4.1%	60.7	58.2	-4.1%
Orange	22.4	22.0	-1.7%	73.1	71.8	-1.8%
Riverside	22.1	20.6	-7.1%	67.3	62.5	-7.1%
San Bernardino	27.4	27.2	-0.7%	88.4	88.1	-0.3%
Ventura	21.3	20.8	-2.3%	65.5	64.0	-2.3%
TOTAL	21.7	20.9	-3.8%	67.7	65.2	-3.8%

Source: SCAG Regional Transportation Modeling System

Table 3

Model Run with CTC Alt. 4 Network

CTC 4 + Draft Baseline Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay
Imperial	10,432,685	1,263,535	11,696,220	238,506	23,965	262,471	35,949	2,487	38,436
Los Angeles	242,764,296	18,873,417	261,637,713	9,351,756	589,518	9,941,274	3,477,410	224,120	3,701,530
Orange	81,725,405	5,318,537	87,043,942	2,940,437	160,674	3,101,111	1,058,682	59,026	1,117,708
Riverside	79,574,393	9,507,974	89,082,367	2,803,252	251,207	3,054,458	1,086,965	88,028	1,174,993
San Bernardino	85,952,142	14,406,089	100,358,231	2,541,874	356,008	2,897,882	745,571	111,059	856,630
Ventura	21,629,300	1,856,705	23,486,005	708,847	48,781	757,627	222,822	14,128	236,949
SCAG	522,078,221	51,226,257	573,304,478	18,584,671	1,430,153	20,014,823	6,627,399	498,846	7,126,245

CTC 4 + Draft Policy Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay
Imperial	10,134,457	1,252,566	11,387,023	231,406	23,640	255,046	34,213	2,371	36,584
Los Angeles	237,674,653	18,716,188	256,390,841	9,158,754	581,331	9,740,085	3,380,402	218,781	3,599,183
Orange	81,339,094	5,239,290	86,578,384	2,922,132	158,807	3,080,939	1,046,678	58,416	1,105,094
Riverside	71,353,127	9,139,598	80,492,725	2,425,266	233,123	2,658,389	895,429	77,999	973,428
San Bernardino	80,512,609	13,918,753	94,431,362	2,318,417	334,502	2,652,919	645,791	98,824	744,615
Ventura	21,374,251	1,834,785	23,209,036	697,142	47,886	745,028	216,803	13,622	230,425
SCAG	502,388,190	50,101,182	552,489,371	17,753,117	1,379,289	19,132,407	6,219,317	470,013	6,689,329

Mobility Benefits from Draft Policy Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay
Imperial	-298,228	-10,969	-309,197	-7,100	-325	-7,424	-1,736	-116	-1,852
Los Angeles	-5,089,643	-157,228	-5,246,872	-193,002	-8,187	-201,189	-97,008	-5,339	-102,346
Orange	-386,312	-79,246	-465,558	-18,305	-1,867	-20,172	-12,004	-610	-12,614
Riverside	-8,221,266	-368,376	-8,589,642	-377,985	-18,084	-396,069	-191,536	-10,029	-201,565
San Bernardino	-5,439,534	-487,336	-5,926,870	-223,456	-21,506	-244,963	-99,780	-12,235	-112,015
Ventura	-255,049	-21,920	-276,969	-11,705	-894	-12,599	-6,019	-506	-6,524
SCAG	-19,690,031	-1,125,076	-20,815,107	-831,553	-50,863	-882,417	-408,082	-28,834	-436,916

Mobility Benefits from Draft Policy Growth Forecast--% Changes from Draft Baseline Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay
Imperial	-2.9%	-0.9%	-2.6%	-3.0%	-1.4%	-2.8%	-4.8%	-4.7%	-4.8%
Los Angeles	-2.1%	-0.8%	-2.0%	-2.1%	-1.4%	-2.0%	-2.8%	-2.4%	-2.8%
Orange	-0.5%	-1.5%	-0.5%	-0.6%	-1.2%	-0.7%	-1.1%	-1.0%	-1.1%
Riverside	-10.3%	-3.9%	-9.6%	-13.5%	-7.2%	-13.0%	-17.6%	-11.4%	-17.2%
San Bernardino	-6.3%	-3.4%	-5.9%	-8.8%	-6.0%	-8.5%	-13.4%	-11.0%	-13.1%
Ventura	-1.2%	-1.2%	-1.2%	-1.7%	-1.8%	-1.7%	-2.7%	-3.6%	-2.8%
SCAG	-3.8%	-2.2%	-3.6%	-4.5%	-3.6%	-4.4%	-6.2%	-5.8%	-6.1%

Source: SCAG Regional Transportation Modeling System.

Note: VMT: Vehicle Mile Travel, VHT: Vehicle Hour Travel, HDT: Heavy Duty Truck, LM: Light & Medium Duty

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Table 4

Draft 2008 RTP Estimated Benefits: Policy Growth Forecast (Land Use) vs. Network Improvement						
	A	B	C	D = B - A	E = B - C	E / D
	Baseline Network & Baseline Growth Forecast	CTC4 Network & Policy Growth Forecast	CTC4 Network & Baseline Growth Forecast	Total RTP Plan Benefits	Policy Growth Forecast Benefits	Policy Growth Forecast (Land use) as % of total Benefits
-Vehicle Miles Traveled (VMT)						
Light and Medium Duty Vehicle	511,974,233	502,388,190	522,078,221	-9,586,044	-19,690,031	205%
Heavy Duty Truck	51,353,123	50,101,182	51,226,257	-1,251,941	-1,125,076	90%
All Vehicles and trucks	563,327,356	552,489,371	573,304,478	-10,837,985	-20,815,107	192%
-Vehicle Hours Traveled (VHT)						
Light and Medium Duty Vehicle	19,423,752	17,753,117	18,584,671	-1,670,635	-831,553	50%
Heavy Duty Truck	1,531,249	1,379,289	1,430,153	-151,960	-50,863	33%
All Vehicles and trucks	20,955,002	19,132,407	20,014,823	-1,822,595	-882,417	48%
-Vehicle Hours Delayed						
Light and Medium Duty Vehicle	7,545,518	6,219,317	6,627,399	-1,326,202	-408,082	31%
Heavy Duty Truck	592,735	470,013	498,846	-122,722	-28,834	23%
All Vehicles and trucks	8,138,253	6,689,329	7,126,245	-1,448,924	-436,916	30%
Transit Boarding	3,255,078	3,280,990	3,156,783	25,912	124,207	479%

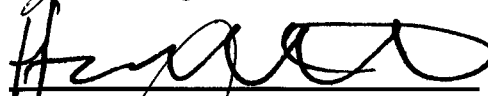
Source: SCAG Regional Transportation Modeling System.

Note: All figures are estimated, subject to revision due to changes in final draft plan.


Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer